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IN THE SPECIFICATIONPage 4, paragraph beginning at line 8:

As shown in Figure 4, a top view of the bedplate 26 shows there is a space 104 between the two C-shaped beams 46 and 48. As shown in this figure, the dead end hitches 40A, 40B and 40C are aligned into a row extending along a line B, whereas the dead end hitches 38A, 38B and 38C are aligned into a row extending along a line A. The lines A and B are parallel to each other, and are also parallel to a rotational axis of the sheaves 30 and sheave surfaces 30A, 30B and 30C. In this manner, the connecting members are less likely to twist than has been the case in the prior art, wherein the axes of the dead end hitches and the sheaves may sometimes be positioned skew relative to each other. Moreover, space is more efficiently utilized. As shown in this figure, the dead end hitches are positioned axially aligned with respective sheave surfaces 30A, 30B, 30C. Stated another way, an axial distance could be defined between the motor portion 107 and the axially most distant end of the sheave 30. As illustrated here, each of the dead end hitches 38A, 38B, 38C, 40A, 40B, and 40C are within this axial distance. Moreover, one of the dead end hitches 38 is preferably axially aligned with one of the sheave 30 surfaces and one of the dead end hitches 40. Preferably, there are three such aligned groups as illustrated in Figure 4. A line drawn through each group is perpendicular to the rotational axis of the sheave 30. In this manner, the space above the bedplate is more efficiently utilized. As can be appreciated from Figure 4, the machine 24 has an enlarged motor portion 107 and a spaced enlarged portion 108, which may be a brake and part of a bearing supporting the drive shaft for driving sheave 30. The outer diameters of the sheave is not as large as the elements 107 or 108. Thus, positioning the dead end hitches 38A, 38B and 38C, and 40A, 40B and 40C at positions axially aligned with the sheave provides better space utilization. Also, governor 80 is supported on the bedplate. As can be appreciated from Figure 4, the dead end hitches, 40A, 40B, and 40C are on an opposed side of a rotational axis of the sheave 30 from the dead end hitches 38A, 38B, and 38C. Also, as is clear from the drawings, the dead end hitches are all on one side of the car. Stated another way, they are between the car and a single wall of the elevator shaft.